



Caesar Creek Soaring Club

FREQUENT FLYER

April 19, 2022

UPCOMING EVENTS

- April 23, 2022- Basic Cross Country Training Class; 9 AM to 11 AM, CCSC Clubhouse
- May 7, 2022 - CCSC Board Meeting, 10 AM, CCSC Clubhouse
- May 21, 2022 - Basic Cross Country Training Class; 9 AM to 11 AM, CCSC Clubhouse
- July 10 – 15 - Youth Education Week (YEW); Steve Hoffman, Henry Hayter
- July 16 - Norm Leet Service, CCSC
- Aug 6, 2022 - WPAFB Recreation Outing
- Oct 8, 2022 - WPAFB Recreation Outing
- 2023 - 1-26 National Contest

AIRCRAFT UPDATE - ASK-21B IS COMING

The deposit has been made on a new ASK-21B. Dieter Schmidt made a very generous donation to the club which paid for the entire deposit. Thank you Dieter and the Club cannot express enough the appreciation of the membership.

DIETER SCHMIDT

The Wasserkuppe north east of Frankfurt and the Teck east of Stuttgart are two mountains in Germany which are significant for the development of gliding in Germany. Wolf Hirth made the Teck famous by flying there and building gliders nearby. The "Fliegergruppe Dettingen unter Teck" managed to preserve a small part of the original airport at the bottom of the Teck. This is the club where Dieter started flying in 1963. All launches were with a winch. Due to the length of the field, one had to be lucky to reach 1000 feet. After moving up to a Ka-8 and then a Ka-6 it became easier to catch a thermal from that altitude or even getting to the ridge.

In 1966 Dieter left for the USA to get a PhD in Mathematics at the University of Minnesota. There he flew with the Minnesota Soaring Club and obtained his American license for gliders and at the same time one for power. He drove from there to Colorado for the altitude diamond.

His first job was at the University of Maryland from 1970 to 1975. During that time he was a member of the Mid Atlantic Soaring Association. There he met Calvin Walker who had an LS-1c on order. They had agreed that Dieter would buy his LO-150 but before Dieter took possession, Calvin totaled it in a contest. Since the glider was not insured, Calvin was glad to take Dieter as his partner in the LS-1c. Dieter completed his diamond badge with the LS-1c.

When he moved to Cincinnati, they decided that Dieter would take the LS-1c but that Calvin could fly it until his LS-3 arrived. During a contest, Calvin spun it in. This time the glider was insured and Dieter bought an LS-1f. He flew it for 27 years at CCSC. (Cal Walker had a midair in another contest with



his LS-3. Supposedly, it was not his fault, but his new wife forced him to stop flying in contests.)



For a few years, Dieter was a member in a syndicate of an ASH-25E. When the syndicate was dissolved, he also sold the LS-1f and together with Larry Kirkbride bought an ASH-26E from Jim Miceli, a former club member.

Germany requires a medical certificate for flying gliders and Dieter's American one was not accepted there. For many years he managed to keep the medical current as he did fly with his club in Dettingen whenever he was in Germany. The German, who had bought our ASH-25E, had flown

previously in Namibia. He encouraged Dieter to go with him to Bitterwasser in Namibia and arranged the rental of an Arcus-M. As the glider was registered in Germany, the international rules required a valid German license, so Dieter could be pilot in command. They did not go after any records, but enjoyed the fabulous conditions there.

Dieter enjoys soaring just for the challenge, but the experience of his prior partner probably turned him off contest flying. Since he is now 81 years old, he feels it will be wise to fly with somebody in a few years.

Dieter states that flying a Duo Discus or another high performance two seater would be more fun, but he does not think that it is a suitable glider for CCSC. His club in Germany has a Duo Discus XLT. The members there fly a Discus not too long after soloing, so for them the transition to a Duo is not such a big step. For CCSC updating the fleet is the better decision.

Dieter is a Professor Emeritus at the University of Cincinnati and has been working for the College of Engineering and Applied Science in Celestial Mechanics and Cryptography. He and Roberta and Lucky II live in Deerfield Township, Springboro.

MEMBERSHIP

We had two individuals join the club last month. Please welcome our new members: Ronald McCaslin and Kevin Cochran. They will be attending the first Sunday training crew to obtain their ground crew training. It should be noted that all new members should have their training before they are assigned to a regular weekend Crew Day.

CREW CHIEF REPORTS

CREW CHIEF MEETING

The annual crew chiefs' meeting was held on 2 Apr for the first time in 2 years due to COVID. We met in the clubhouse around noon after the BOD meeting. The agenda covered:

Personnel: This discussion concluded with the crews being in relatively good shape except for 4th Sunday and 2nd Saturday who both only have one instructor. Tom McDonald volunteered to put out a notice to the instructors to help out for crew credit. Mike Karraker asked that the crew chiefs remind all new members to report to 1st Sunday crew for crew training and sign off before going out on a regular crew. They are not seeing any new members on 1st Sunday.

Equipment: The only issue was the lack of enough chargers for the gliders and a need for a bigger box to store them. Battery upgrades will eventually lead to more chargers, but Steve Statkus volunteered to make a bigger box to mount on the workshop door to store the chargers.

Climate: We went over not operating below 20 deg F for crew and equipment safety. We also covered cross wind limits to not operate when there is a 10 kt or greater direct cross wind component.

Radio Monitoring: We had a discussion about the hand held radios and a need for more batteries. Steve Statkus volunteered to order three more; however, the next day on 1st Sunday crew we discovered that the remaining three radios were totally inop even with fully charged batteries. Steve was informed and will order three new radios of a different brand from Sporty's.

Other: A request was made for a sign at the east end of the field to keep visitors from walking out onto the runway during ops. Keith Kirkpatrick said he would reinstall the sign that was in the barn for the winter. Keith also requested that the trailer be moved to the south side of the barn on the concrete pad to allow for a water tank truck to be parked in the west end where the trailer used to go.

There was also a discussion about commercial pilots giving guest rides. Larry Kirkbride said that the FAA will consider us a commercial operation unless the rides are given by instructors as instruction. Tom McDonald did not agree, so no action was taken at this time.

2ND SATURDAY REPORT

No operations due to low clouds spitting rain, snow, ice, and hail. While the TAFS predicted some clearing later in the afternoon, the radar at midday showed this was not likely, and the glider landing area for runway 27 was pretty soft. I cancelled operations for the day. We never even started a tow plane, but the crew performed pick up and clean up chores around the clubhouse and hangar.

2ND SUNDAY REPORT

A great day at the gliderport! With blue skies, comfortable temperatures, and light winds, we set up at the east end and were busy all day. We launched 26 flights, including one guest with a pre-Covid gift certificate. New member Kevin Cochran got his first instructional flight and Michael Hayter scored a nearly 3-hour flight in his 1-26.

The Grob was red-tagged because the front canopy was misaligned and the release pins were binding. The forward hinge appears to be bent. Also, the radio did not work (not a reason for the red tag). 48L was difficult to start but functioned all right in flight.

3RD SATURDAY REPORT

No flights due to crappy weather conditions in the morning. We helped with the Club cleanup efforts.

3RD SUNDAY REPORT

Nice, but chilly day. Winds ENE 5 to 10 with some higher gusts. It was soarable, with young Michael showing it could be done. We had 19 flights total.

CC was red tagged for a leaking compass. All 3 radios in the crew chief locker are not working. 16Q was flown over to Cubbys for its annual. Fun day!

ODDS AND ENDS

NORTH CAROLINA WAVE CAMP - MARK MILLER

How Did I Get Here? (Again)

As the plane slid to a stop on its belly on the soft grass I scrambled to get out because I knew there was another glider landing behind me. Several people came over to lift the boom and I locked down the gear so we could tow/drag it off the active runway.

During the next hour and a half, I began to exhibit symptoms of confusion and trouble with fine motor skills. Next thing I know Sarah is taking me to the local ER. Two CT scans and an EMT ride to the bigger hospital in Asheville, I was diagnosed with a severe concussion. My wife flew in from Florida to tow me and the glider back to Ohio and the hospital released me after 24 hours of observation. No driving or flying.

Earlier that day.....

The day started out cool and sunny with promise of wave over Mt. Mitchell. It was day seven of Sarah Arnold's wave camp in Marion, NC that she puts on every two years with her husband Jason. The camp is held at Shiflet Field(9A9), which is the only flat piece of bottom land to be found for

miles. The field is at the end of a winding dead end road in the middle of the hills of western NC. (I thought I heard banjo music as I drove down the road.)

Sarah and Jason operate Chilhowee Soaring Association in Benton, TN, but Shiflet is only 14 miles from Mt. Mitchell and within towing distance. Sarah arranges with the owners of Shiflet to allow 15 gliders to be based on their field for 10 days (22-31 Mar) to attempt to soar in the wave coming off Mt. Mitchell. Sarah and Jason bring their Pawnee over from Benton, TN and make all the arrangements for a block of rooms at the hotel, O2, 4-wheelers for ground handling, and the wave window agreement with the FAA at ATL Center. The wave window is a TFR that covers the area from Mt. Mitchell (elev. 6684') back east to Shiflet and almost as wide north and south. It is capped at FL260 and you must get permission to enter and stay in contact with ATL Center the entire time you are in the TFR.

The drive from CCSC took about 7 hours, so I just had time to tie the trailer down and check into the hotel on Monday 21 March. The first day was rigging followed by an exploratory flight to familiarize myself with the area. It was a good thermaling day and I spent a couple of hours over Marion and Old Fort. Note the house thermal is over the strip mall and Lowes parking lot below.

Wednesday was spent setting up a new profile for the ClearNav vario, so it didn't think I was launching from CCSC, getting the TFR loaded on the Oudie, updating the firmware on the FLARM and pumping up the tires on the glider. These were things I didn't have time to do before I left Ohio.

The next few days were forecast for wave, so I made several flights into the wave but was unsuccessful in finding the primary core or staying in it above 11k feet. On the last forecasted wave day, Monday 28 Mar I took a tow around noon when the forecast looked stronger.

Based on the previous flights I just wore long underwear under my jeans, boots with wool ski socks, a sweatshirt and my ski parka and gloves. I took off with the canula in place on my face with the O2 on



and my new mask stowed behind my head. The tow was long and rough, but Sarah dropped me off in the primary wave. I had to dive down about a 1000 feet to start my climb in order to have enough ceiling to get a diamond altitude gain. With 4-5 kts up I went through 10k' quickly and the regulator kicked in the O2. Once I reached 17,000 feet I pulled out my mask, stowed the bag, took off my cap and placed it over my face and canula. I put my hat back on and then switched hoses to the regulator from the canula to the mask, pulled the canula down around my neck and secured the mask. Then I dialed in ATL Center and asked permission to enter the wave window and climb to FL260. ATL Center gave me permission but wanted me to squawk 3178 instead of 1202 that I had set in the transponder. Not knowing any better I spent the next five minutes trying reach the dial that is past the base of the stick and set the new ident. During this time I lost 2k' and fell out of the wave. When I got back in my previous position the lift was only 2-2.5 kts, so the climb was going to take a lot longer.

Climbing through FL200 my right knee started to ache. Then as I continued my climb the left knee also began to hurt. With both knees throbbing I tried to get over FL250 with some margin. The highest that I could get was 25,200 feet, so with my aching knees I began a slow decent at about the same rate as my climb to minimize the thermal shock to the gelcoat. As I passed below FL200 my knees quit aching. (Decompression sickness?)

Although it was minus 30 deg F at FL250 I was never cold. I had the front vent wide open on the canopy and the only frost was next to the flap and spoiler handles. I took my gloves off to set the transponder and take these photos:



Now about the landing.

Coming down out the wave window I notified ATL Center and noticed the cap cloud over the secondary rotor directly over Shiflet. I flew over the cap cloud as I descended southeast of the field about 13 miles. When I headed back into the wind I was descending faster and as I neared the field I came under the edge of the cap cloud. At 80 knots the rotor suddenly and violently pitched the glider up 40 deg and started a roll to the left. I had to fight for control to level back out to get out of it. It was more violent than the tow through both rotors earlier in the day. It seemed that the edge was directly over Shiflet, so I called them to check the winds on the ground. Sarah said 12 gusting to 15 out of the west down the runway.

I called the pattern and set up to fly it at 70-75 knots in case I get any other gusts. I did encounter some sink on downwind and partially closed the spoilers until I got through that and the gusts on base. Once on final I pulled them back out and descended into ground effect. Just as I was slowing down within 2-3 feet of the ground the rotor came down and grabbed the glider. It was not just a gust because it picked the plane up 8-10 feet to the left and then slammed it back down on the field to the right. This apparently collapsed the gear but then it sucked the plane back up in the air about 40' again to the left. From there it let go and I got it back over the runway and landed it on its belly. My concussion was a result of the violent impact with the ground when the gear collapsed... ***but I got my Diamond and Lennie pin!***

John Murray has since inspected the plane and said that there was minimal damage to the gear doors but everything else was fine.

ODDS AND ENDS

The club held its bi-annual work event this past Saturday. Turnout was around 10% of the total club membership which was unfortunate due to the amount of work that's needed to maintain a club our size. The 3rd Saturday crew was available since field conditions were wet and what a tremendous help they were.



Many thanks are in order for all the folks that came out and participated in this event. The next event will be sometime in October so keep an eye out in the Frequent Flyer for that date. For those that missed it here are a few pictures to show you what fun you could have had.



REMEMBER WHEN



Wright Glider Meet Planned May 27-31

The seventh annual Wright Memorial Glider meet will be held at a new location—Cox Municipal airport at Vandalia—May 27 to 31, officials of the Soaring Society of Dayton announced yesterday.

More than 50 pilots from five distance events, paper cutting and states and teams from four area “bomb” dropping exhibitions, spot universities will take part in the landing contests and other glider meet and compete in altitude and demonstrations.

Scene of the meet was changed to the municipal airport this year because a fatal light plane crash at South Dayton airport last year resulted in its closing ahead of schedule. The plane crashed into one unit of a housing development under construction in the area sometime after the glider meet.

Meet officials announced that three local industries have joined with 10 of the country's leading aircraft manufacturers in sponsoring the glider events. They are Apex Machine and Tool Co., Hyland Machine Co. and Allied Screw Products Co. Promoting the meet are the soaring society and the Wright Memorial squadron of the Air Force association.

The Dayton meet is a forerunner of the National Soaring contest to be held this year at Elmira, N. Y., in July.

It was estimated more than 15,000 witnessed the events last year. Officials expect the change in location will more than double attendance.

Courtesy of the Dayton Daily News and Tim Christman)

CCSC IS ON FACEBOOK
CCSC IS ON THE WEB

<https://www.facebook.com/CaesarCreekSoaringClub>
www.soarccsc.com

CLASSIFIEDS

TRAILER SHARING AVAILABLE

Chuck Lohre would like to offer his Casita trailer for a sharing opportunity. It's a completely tricked out trailer and road ready. You're welcome to take it off site as well. He's planning to take it to Burning Man next year. Comes with a swamp cooler as well! It's the one with a Mako shark on top!

Chuck Lohre, 513-260-9025



Jonny Stewart is Skydive Sports! He is providing a drop off service right here at CCSC. If you need your parachute repacked, just leave it in the CCSC office and fill out one of the service cards and attach it to your rig.

Phone: 937-267-1733

Email: skydivesports@gmail.com



<https://www.facebook.com/skydivesports/>



<https://www.instagram.com/skydivesports/>

LAND'S END EMBROIDERED CLOTHING AND PROMOTIONAL ITEMS AVAILABLE ONLINE. PATCHES ARE IN THE DISPLAY CASE. – CHUCK LOHRE

Embroidered patches are available in the display case at \$5 each. The design is slightly different from the Land's End version.

The Land's End embroidered CCSC patch is approved for use on their clothing line website. Go to

<http://business.landsend.com/store/ccsc> ,

select your garment or promotional product and then select the "APPLY LOGO(S)" box.

The CCSC Patch was created for general club use. For my own personal use, I created the embroidery of my call sign "6V" and the ASW 15 planeform for the sleeves. If you would like your call sign or planeform created, send me a photo of your tail, the



one-time cost is \$29 each to create the embroidery programming. Most of our plane forms are on the back of our silk-screened t-shirts in the clubhouse. The sizes run large, I got my usual XL shirt and it's too large for me. Only some of the promotional items are available one at a time for embroidery. My shirt, shown, cost \$35.95, plus \$8.95 for the patch and \$6.95 each for the sleeves. They will also charge you tax and my shipping was \$9.95.

CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713)
ACC: Dick Huskey. **Tow Pilots:** John Armor, CR Gillespie. **Instructors:** Paul McClaskey, Tom McDonald. **Crew:** Jul Alvarez, Dan Beans, Gerry Daugherty, Mark Hanlon, Waseem Jamali, Joe Jaap, Kevin Price, Bryan Sanbongi.

1ST SUNDAY – Training Crew

CC: Mike Karraker (cell: 937-830-0627) **ACC:** Mark Miller. **Tow Pilots:** Christian Maurer, Norb Maurer, Andy Swanson. **Instructors:** Manfred Maurer, Bob Miller. **Crew:** Don Burns, Stephen Kleine, Eran Moscona, Dave Rawson, Dieter Schmidt, Joe Zeis.

2ND SATURDAY

CC: Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Marks. **Tow Pilots:** Brian Mork, Haskell Simpkins. **Instructors:** Bob Anderson, Bill Gabbard. **Crew:** Booker Atkins, Jim Fox, Bill Hall, Ron Kellerman, Jaison Lavergne, Daniel Pienaar, Marius Pienaar, Jim Suda, Liz Suda.

2ND SUNDAY

CC: Lucy Anne McKosky (cell: 937-216-5754)
ACC: Kate Menchen Kreiner. **Tow Pilots:** Lorrie Penner, Gordon Penner, **Instructors:** Jim Goebel, Tom McDonald, Tom Rudolf. **Crew:** Fred Hawk, Mike McKosky, Lawsen Simpson, Jack Simpson, David Wrinkle.

3RD SATURDAY

CC: Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Steve McManus, Sami Rintala. **Instructors:** Charlie DeBerry, Chris Uhl. **Crew:** Jim Dudley, John Dudley, Charlie Maxwell, Ethan Maxwell, Poul Pedersen, Charlie Richardson, Mariateresa Sestito.

3RD SUNDAY

CC: Dan Miner (cell: 614-395-3953) **ACC:** Andrew Stringfellow **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels, Sami Rintala. **Crew:** Jacob Dunnohew, Mike Keltos, John Kondratowicz, Karl Ludolph, Rusty May, Brian Stoops, David Whapham.

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025) **ACC:** Ethan Saladin. **Tow Pilots:** Guy Byars, Andrew Dignan, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Ross Bales, David McMaster, John Murray, Curt Pollock, Tony Rein.

4TH SUNDAY

CC: Chris Summers (cell: 513-807-0077) **ACC:** Steve Statkus. **Tow Pilots:** Ron Blume, Tim Morris, Al Quinn **Instructors:** John Lubon, Kat McManus. **Crew:** Mauricio Berrizbeitia, Richard Cedar, Shelby Estell, Rick Ghai, Jeff Grawe, Keith Kilpatrick, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Christian Summers, Laviniu Tirca.

2022 5th WEEKEND CREW DAYS:

Jan 29 – 2nd Sat Crew
Jan 30 – 2nd Sun Crew
Apr 30 – 3rd Sat Crew
May 29– 3rd Sun Crew
Jul 30– 4th Sat Crew
Jul 31– 4th Sun Crew
Oct 29 – 1st Sat Crew
Oct 30 – 1st Sun Crew
Dec 31 – New Year’s Eve Volunteers

PRESIDENT: Andrew Dignan

VP/MEMBERSHIP: John Lubon

SAFETY OFFICER: Kevin Price

DIR OF OPS: Mark Miller

TREASURER: Chuck Lohre

DIR OF FACILITIES: Keith Kilpatrick

TOWPLANES: Tim Christman

GLIDER MAINTENANCE: Bob Miller

BUSINESS MANAGER: Jon Stewart,

BM@soarccsc.com

FREQUENT FLYER EDITOR: Rolf Hegele,
n11rdbird@att.net

Note: See Membership Roster on soarccsc.com for phone numbers and email addresses for all members.

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